



Inner Belt / Brickbottom Planning and Green Line Extension

Somerville Board of Aldermen

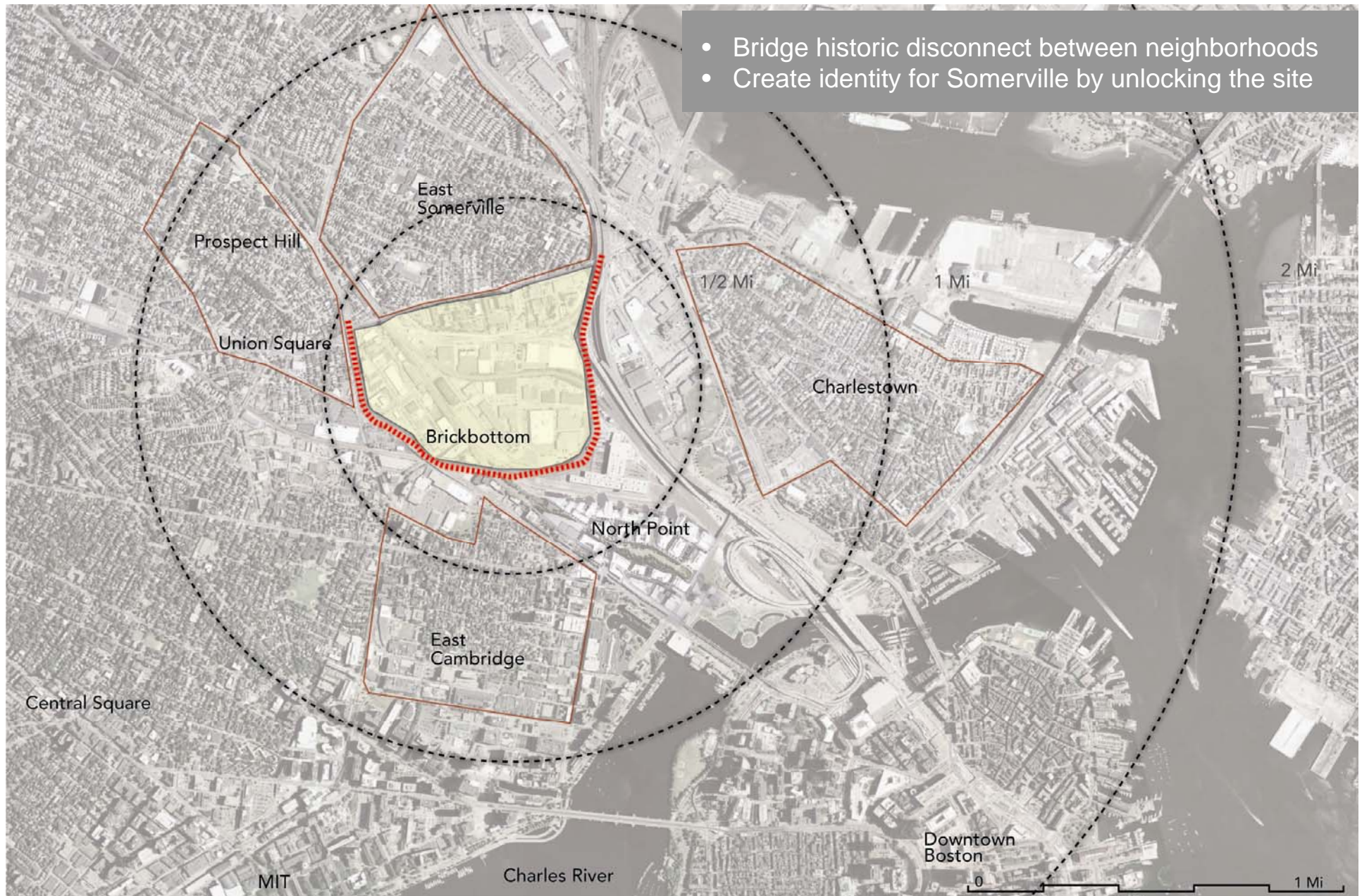
2 October 2008



AGENDA

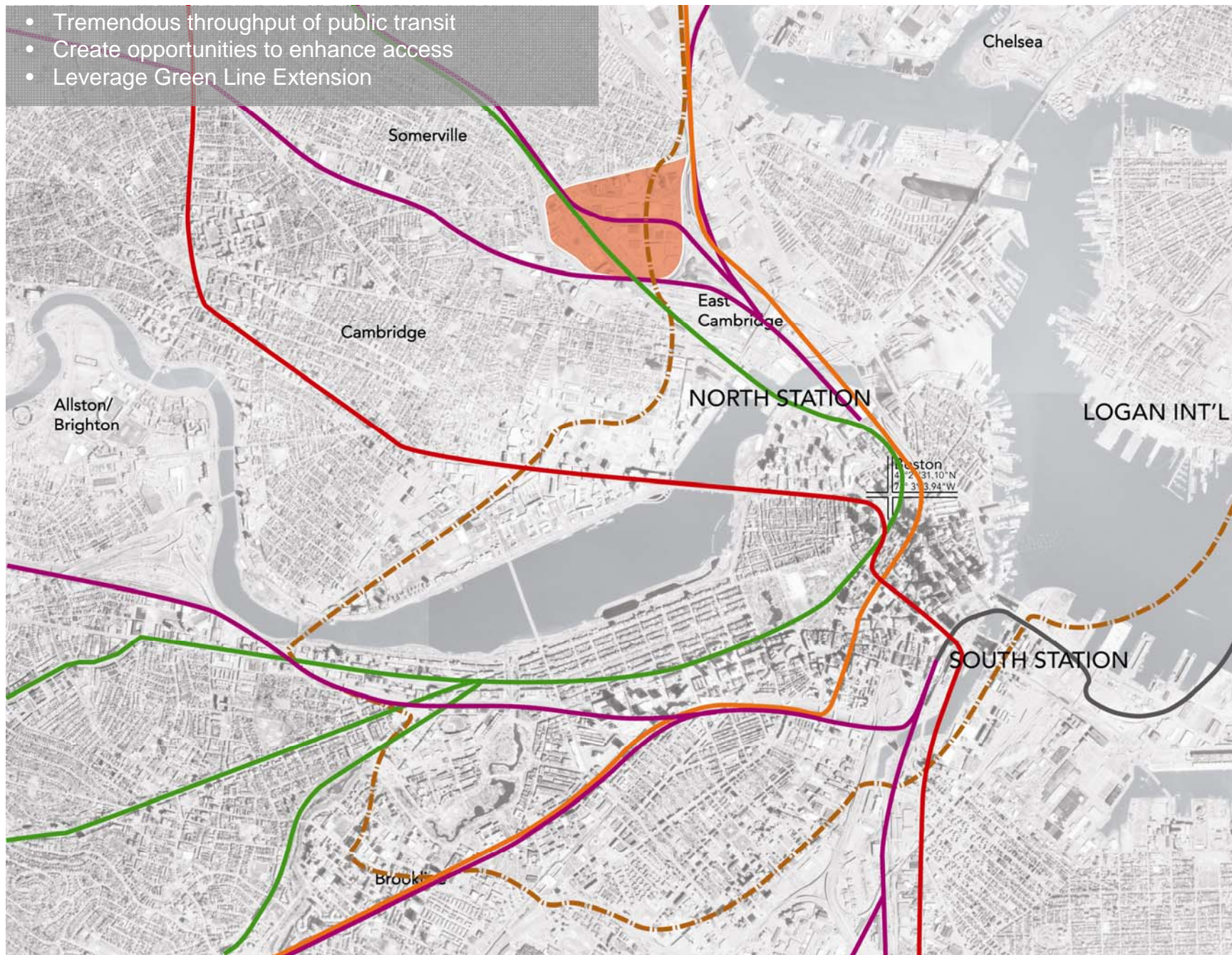
- CBT/Greenberg Study Preliminary Concepts
- Maintenance Facility Alternatives
- Next Steps

CENTER FOR MIXED-USE DEVELOPMENT



TRANSIT NETWORK

- Tremendous throughput of public transit
- Create opportunities to enhance access
- Leverage Green Line Extension



LEVERAGE TRANSIT ACCESS



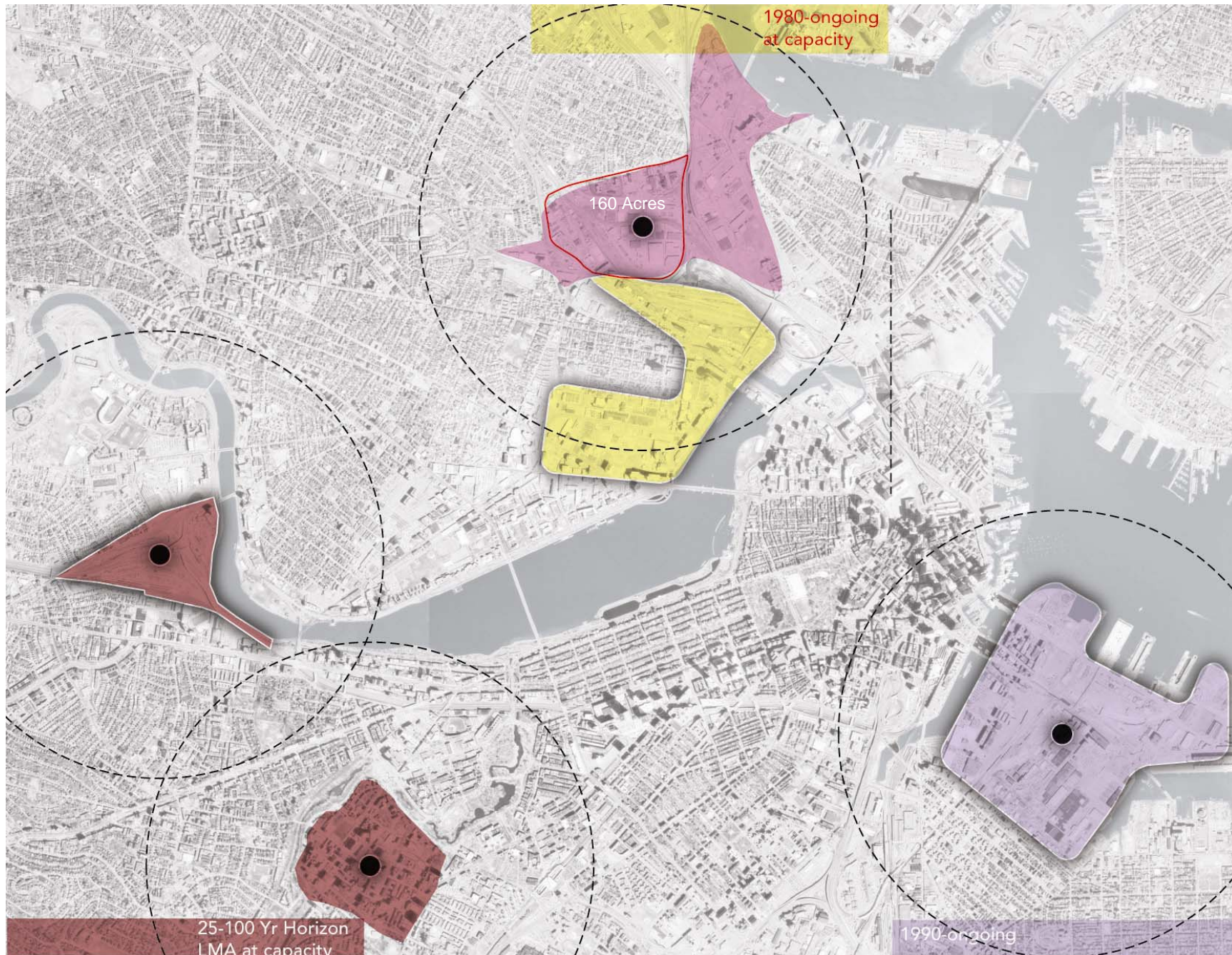
LEVERAGE TRANSIT ACCESS



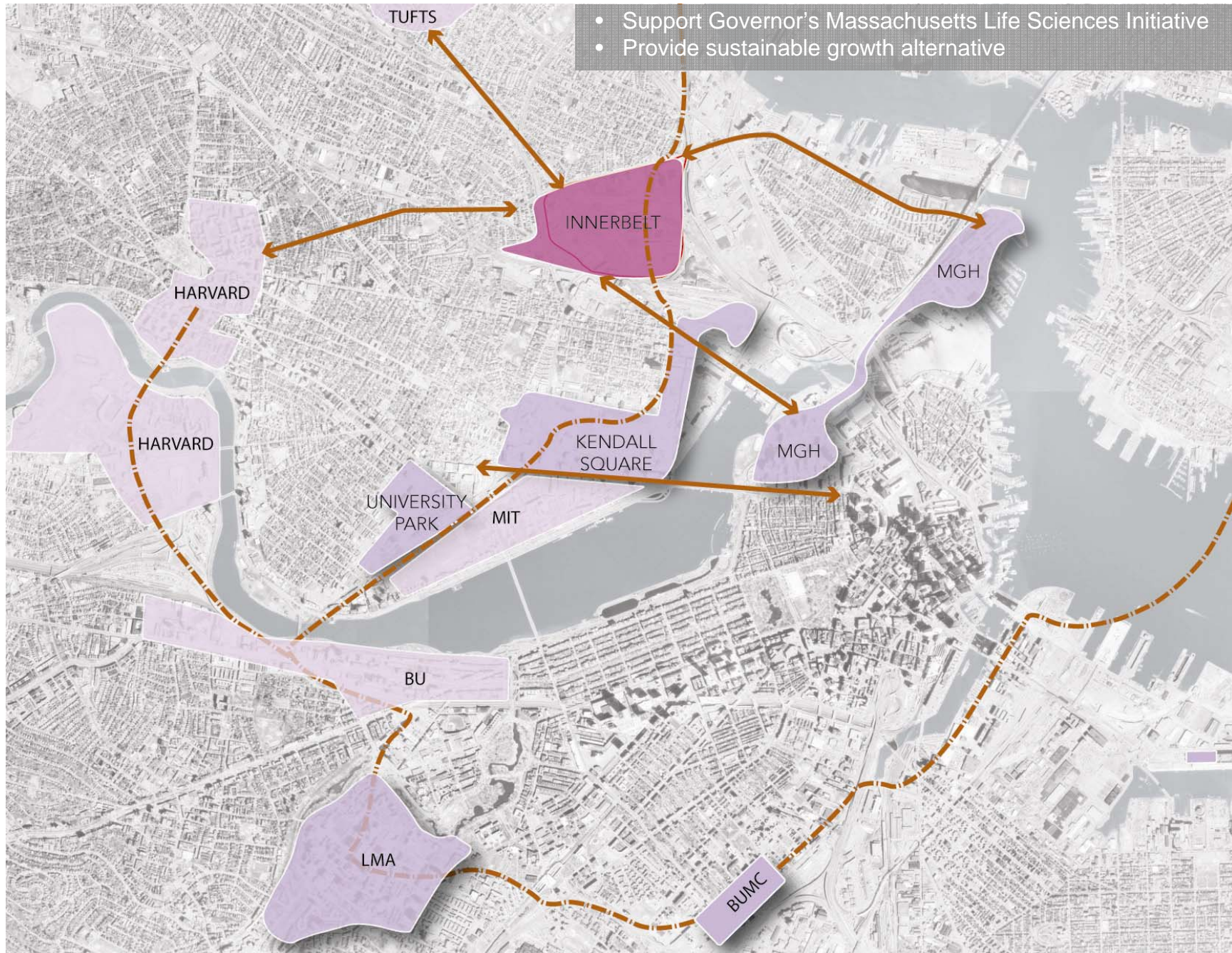
GREENLINE EXTENSION



REGIONAL INITIATIVES



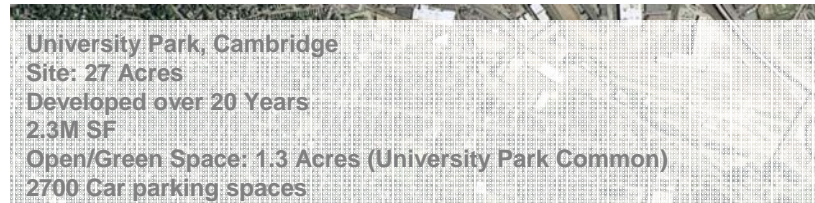
LEVERAGE LIFE SCIENCES & INSTITUTIONAL CONVERGENCE



COMPARISON



NorthPoint, Cambridge/Somerville, Boston
 Site: 45 Acres
 5.2Mn. SF. (2.2M Office, 150K Retail, 3000 Residential)
 Open/Green Space: 10 Acres



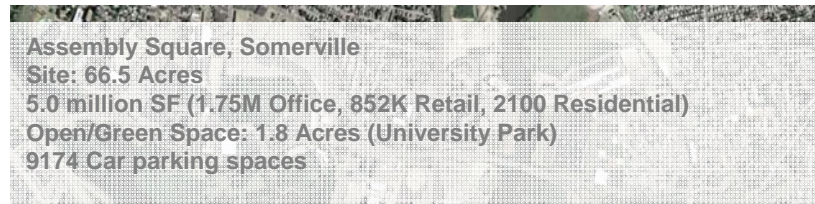
University Park, Cambridge
 Site: 27 Acres
 Developed over 20 Years
 2.3M SF
 Open/Green Space: 1.3 Acres (University Park Common)
 2700 Car parking spaces



Kendall Square, Cambridge
 ~ 11.5 M SF



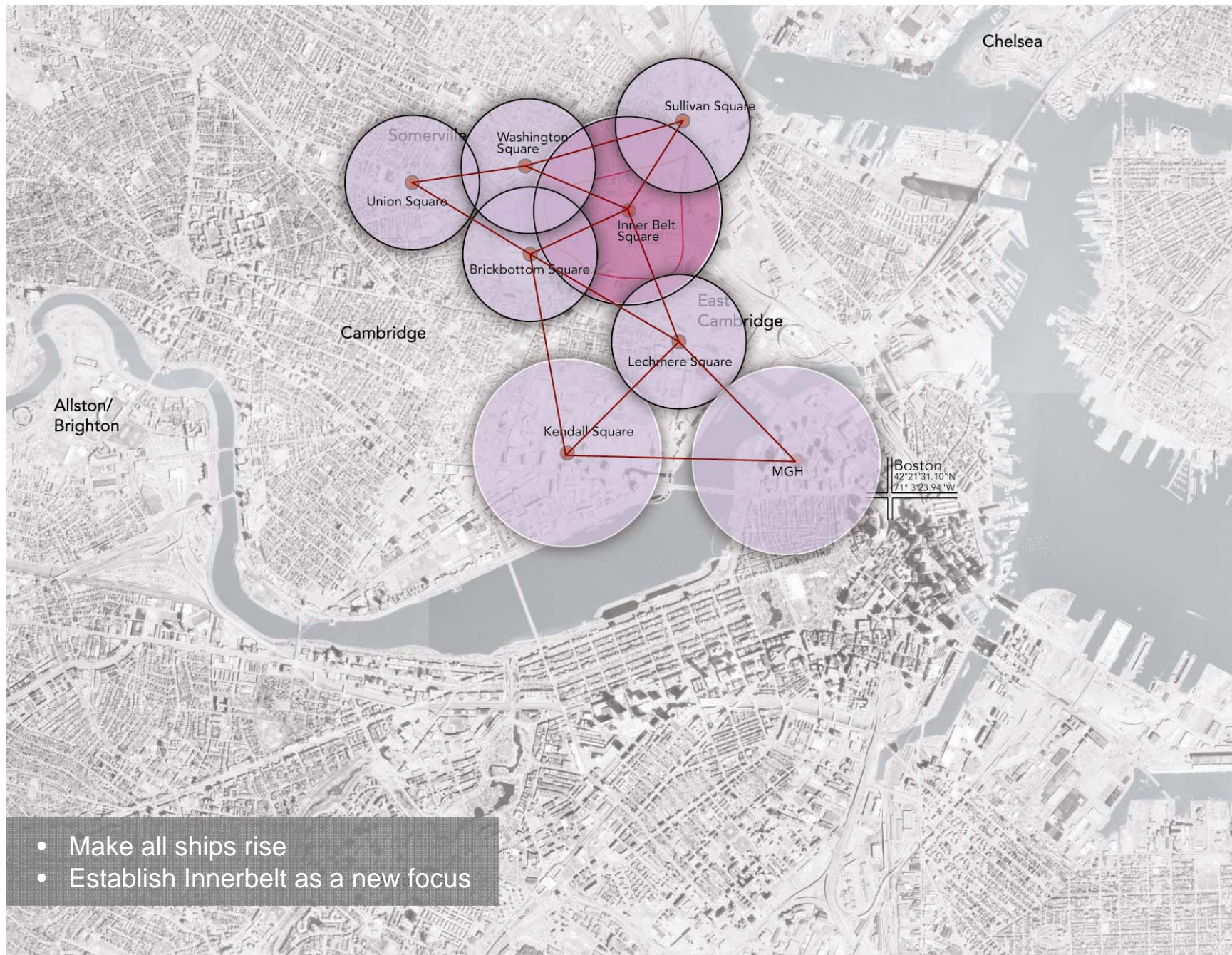
North and South Allston



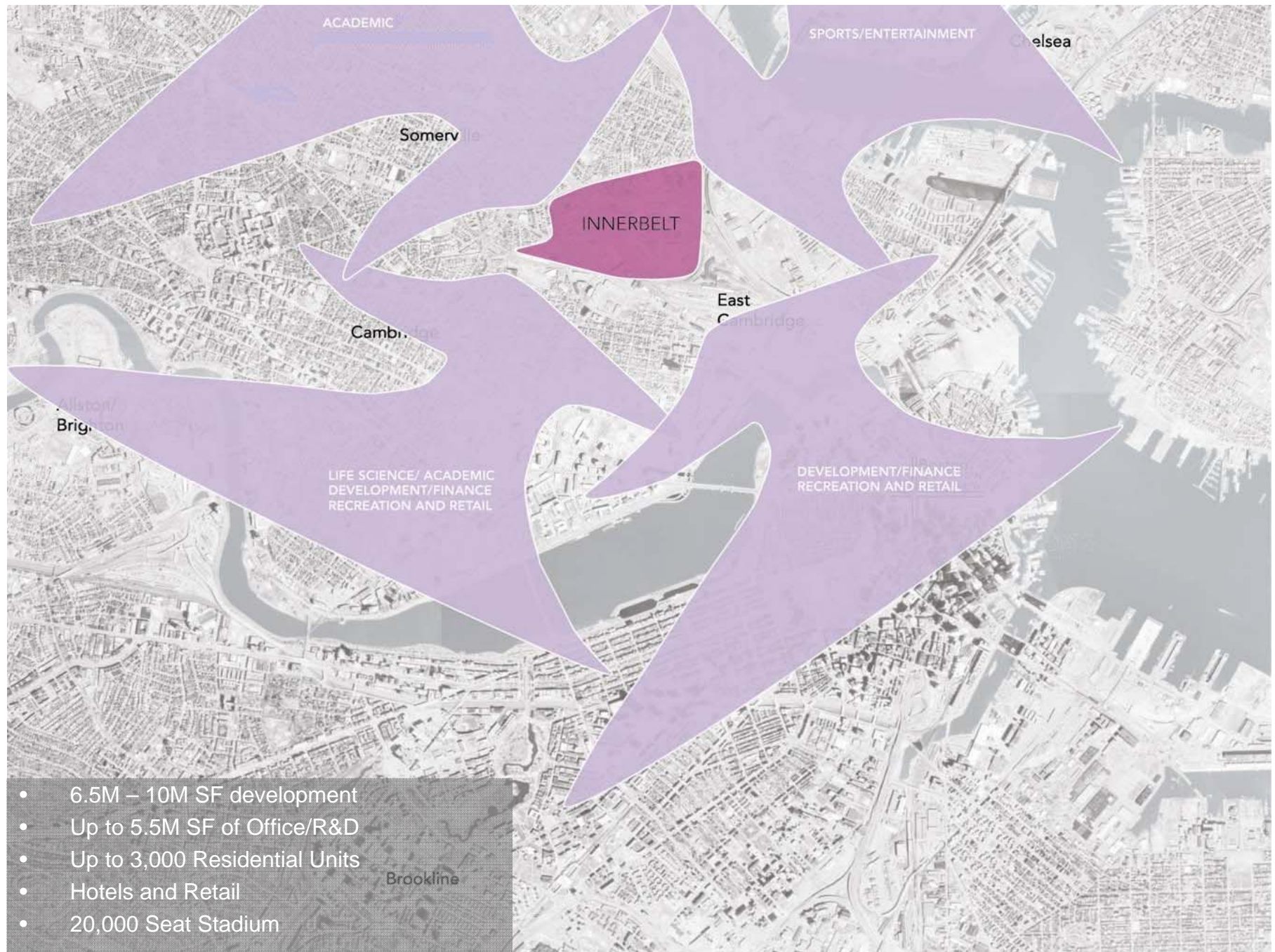
Assembly Square, Somerville
 Site: 66.5 Acres
 5.0 million SF (1.75M Office, 852K Retail, 2100 Residential)
 Open/Green Space: 1.8 Acres (University Park)
 9174 Car parking spaces



MULTI-CENTERED DEVELOPMENT



THE POTENTIAL



DEVELOPMENT PROGRAM

Current Program

| Use | Units | GSF | Mix % | Avg Construction Increment (SF) | Real Time Construction (Yrs) | Absorption Time Frame (Yrs) | Average Annual Absorption |
|-------------|---------------|-----------|--------|---------------------------------|------------------------------|-----------------------------|---------------------------|
| Retail | 200,000 GSF | 200,000 | 2.9% | 25,000 | 8 | 8 | 25,000 |
| Hotel | 200 Keys | 200,000 | 2.9% | 200,000 | 1 | 2 | 100,000 |
| Office | 3,000,000 GSF | 3,000,000 | 43.7% | 200,000 | 15 | 30 | 100,000 |
| Lab | 2,500,000 GSF | 2,500,000 | 36.4% | 300,000 | 8 | 13 | 200,000 |
| Residential | 800 Units | 960,000 | 14.0% | 300,000 | 3 | 5 | 200,000 |
| Total SF | | 6,860,000 | 100.0% | 1,025,000 | 7 | 30 | 228,667 |

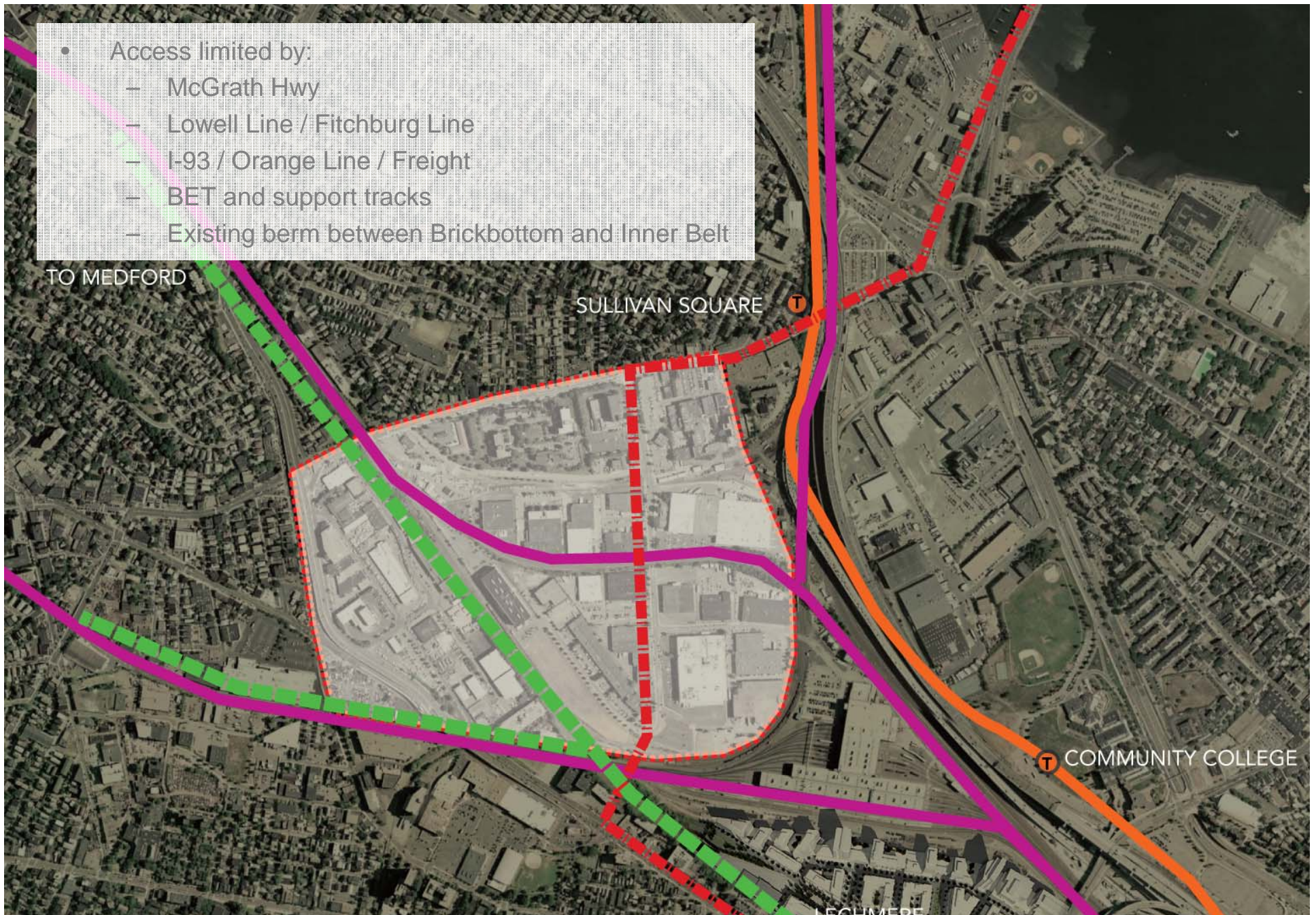
Scenario 1 Resize Residential & Hotel (Office/Lab Remains Per Current Program)

| Use | Units | GSF | Mix % | Avg Construction Increment (SF) | Real Time Construction (Yrs) | Absorption Time Frame (Yrs) | Average Annual Absorption |
|-------------|---------------|-----------|--------|---------------------------------|------------------------------|-----------------------------|---------------------------|
| Retail | 200,000 GSF | 200,000 | 2.1% | 25,000 | 8 | 8 | 25,000 |
| Hotel | 450 Keys | 450,000 | 4.6% | 200,000 | 2 | 5 | 100,000 |
| Office | 3,000,000 GSF | 3,000,000 | 30.8% | 200,000 | 15 | 30 | 100,000 |
| Lab | 2,500,000 GSF | 2,500,000 | 25.6% | 300,000 | 8 | 13 | 200,000 |
| Residential | 3,000 Units | 3,600,000 | 36.9% | 300,000 | 12 | 18 | 200,000 |
| Total SF | | 9,750,000 | 100.0% | 1,025,000 | 10 | 30 | 325,000 |

Scenario 2 Rebalance Program Mix (Produces Slightly Smaller Program)

| Use | Units | GSF | Mix % | Avg Construction Increment (SF) | Real Time Construction (Yrs) | Absorption Time Frame (Yrs) | Average Annual Absorption |
|-------------|---------------|-----------|--------|---------------------------------|------------------------------|-----------------------------|---------------------------|
| Retail | 200,000 GSF | 200,000 | 3.1% | 25,000 | 8 | 8 | 25,000 |
| Hotel | 450 Keys | 450,000 | 6.9% | 200,000 | 2 | 5 | 100,000 |
| Office | 1,000,000 GSF | 1,000,000 | 15.3% | 200,000 | 5 | 10 | 100,000 |
| Lab | 2,500,000 GSF | 2,500,000 | 38.2% | 300,000 | 8 | 13 | 200,000 |
| Residential | 2,000 Units | 2,400,000 | 36.6% | 300,000 | 8 | 12 | 200,000 |
| Total SF | | 6,550,000 | 100.0% | 1,025,000 | 6 | 13 | 524,000 |

FEASIBILITY ANALYSIS: SITE CONSTRAINTS / BARRIERS



FEASIBILITY ANALYSIS: REMOVING BARRIERS

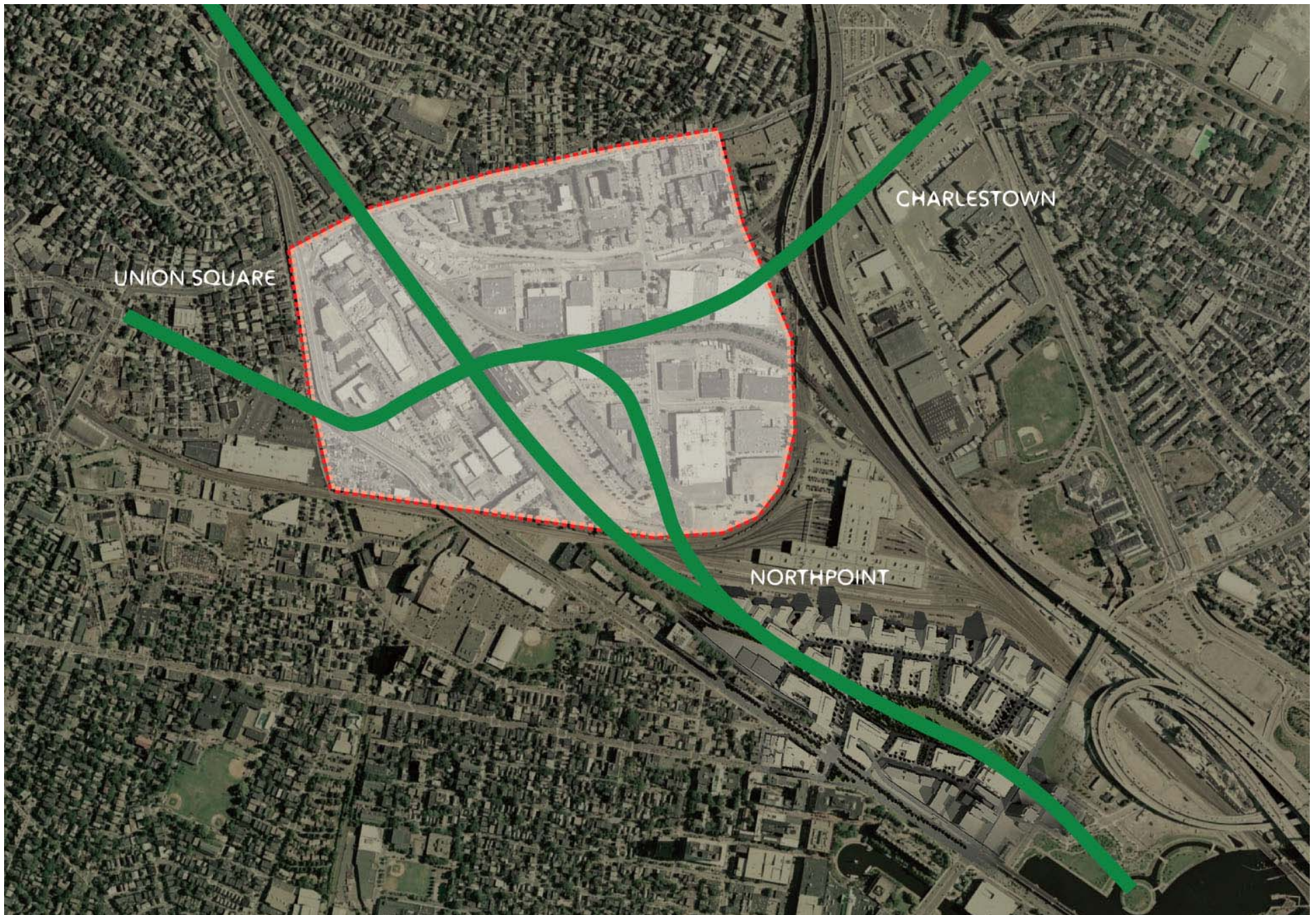


FEASIBILITY ANALYSIS: ROADWAY NETWORK

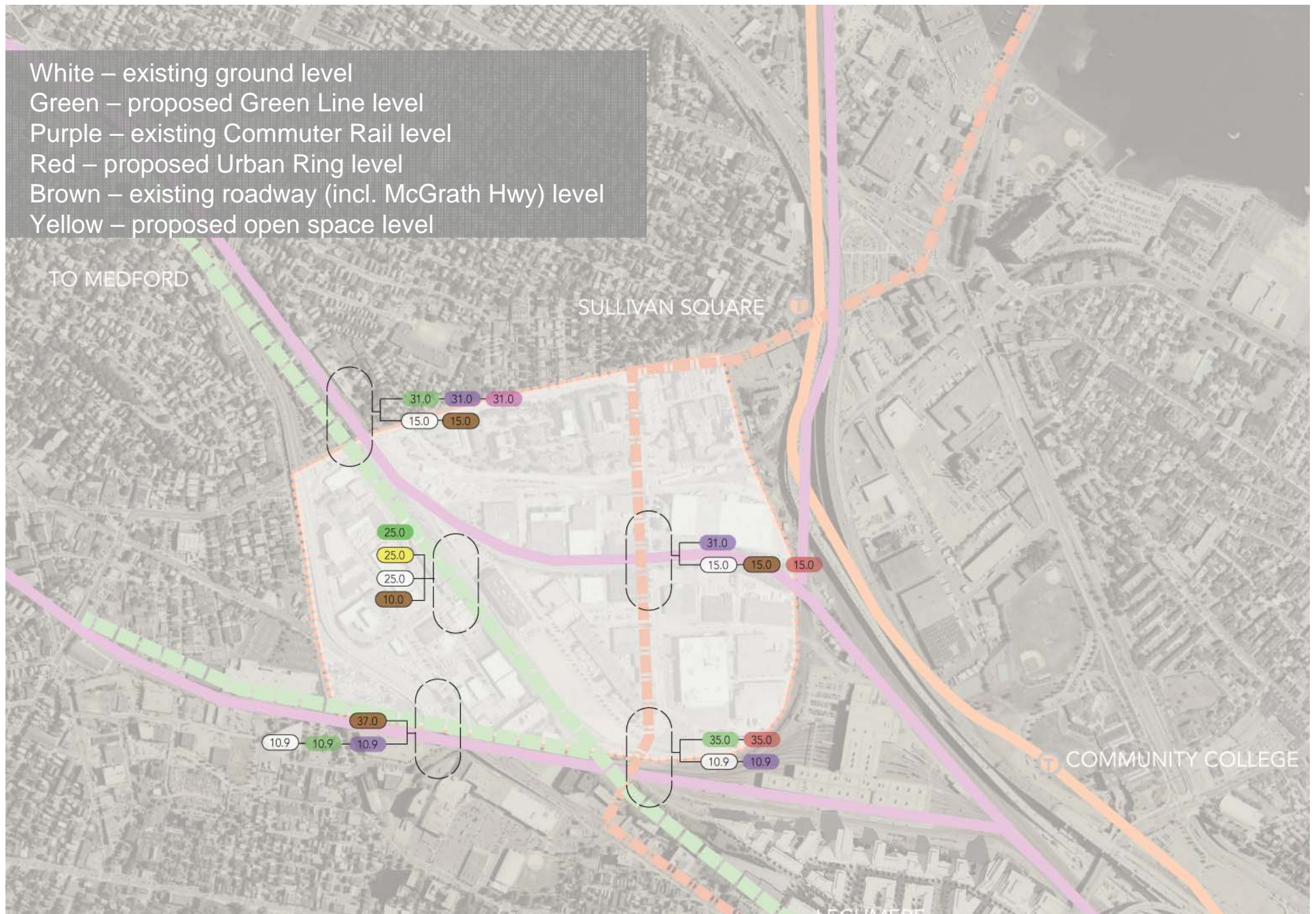
- I-93 ramps at Cambridge Street
- Washington Street/McGrath Highway intersection
- Gilmore Bridge
- Sullivan Square
- Background traffic from other large projects – North Point and Assembly Square



PROPOSED PUBLIC REALM ARMATURE



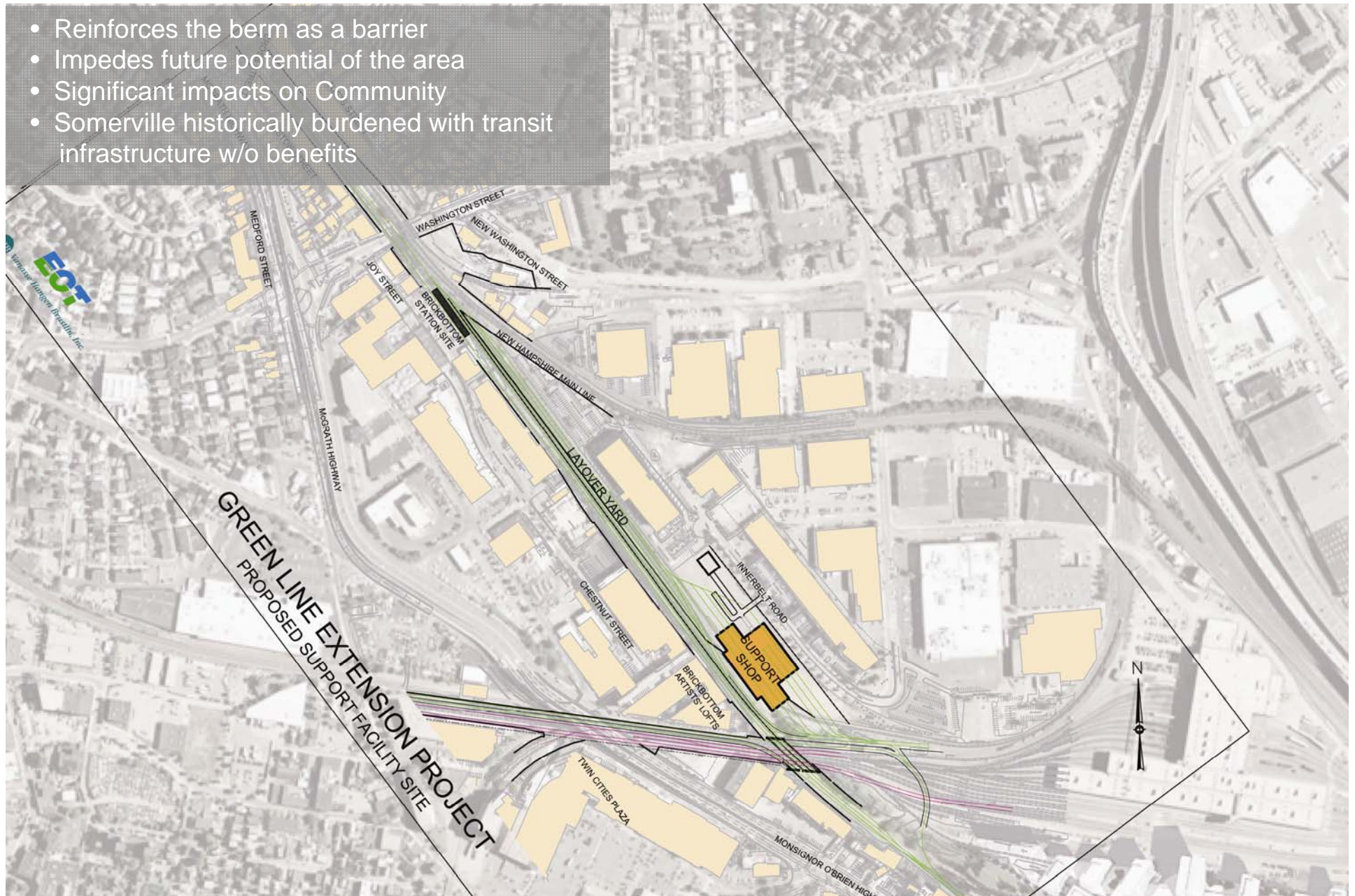
3 DIMENSIONAL PROBLEM



GREEN LINE - EOT OPTION

PROPOSED MAINTENANCE FACILITY

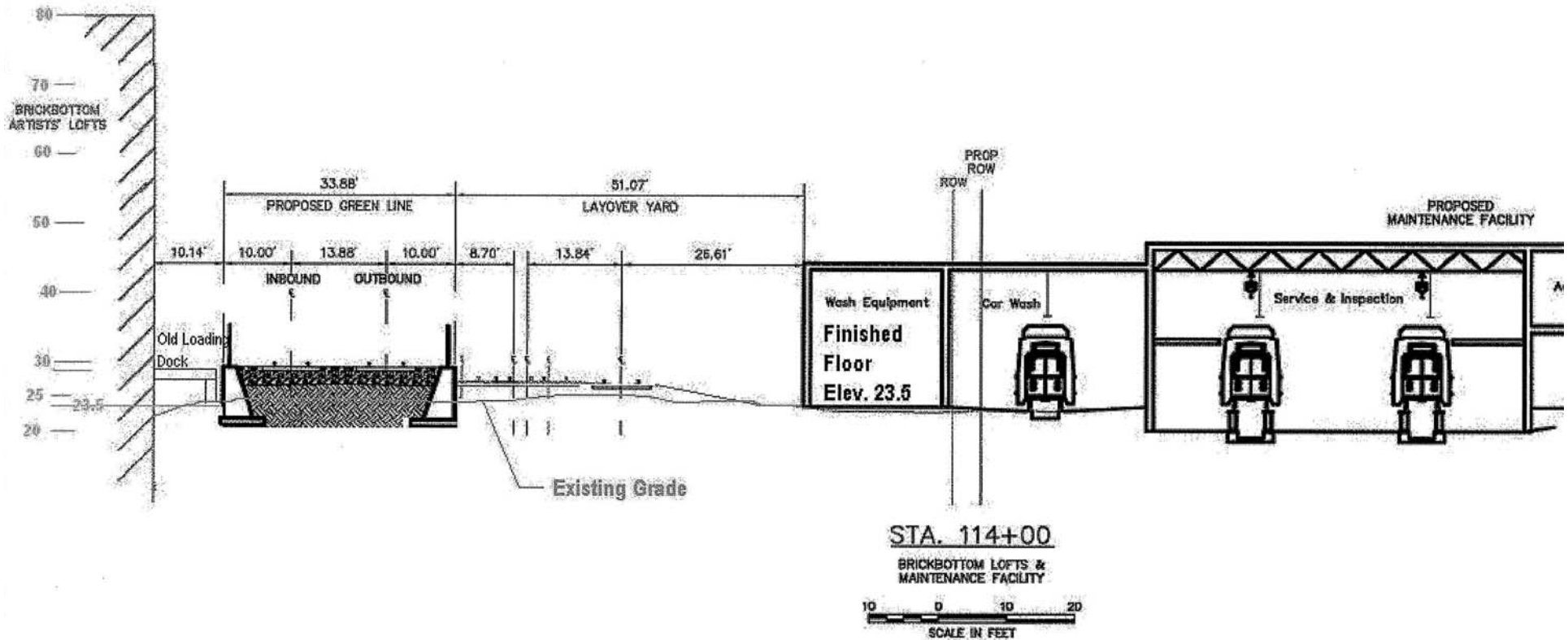
- Reinforces the berm as a barrier
- Impedes future potential of the area
- Significant impacts on Community
- Somerville historically burdened with transit infrastructure w/o benefits



- Widens the Existing Barrier
- 24/7 Operation Generating Noise/Vibration/Odor/Light at sensitive location
- Would Require Tunneling/Jacking 250'-300' (under the berm) for Connectivity
- Severe Impact on Economic Development
- No Viable Air Rights Opportunity
- "Like" vs. "Need" Analysis



GREEN LINE - EOT OPTION PROPOSED MAINTENANCE FACILITY

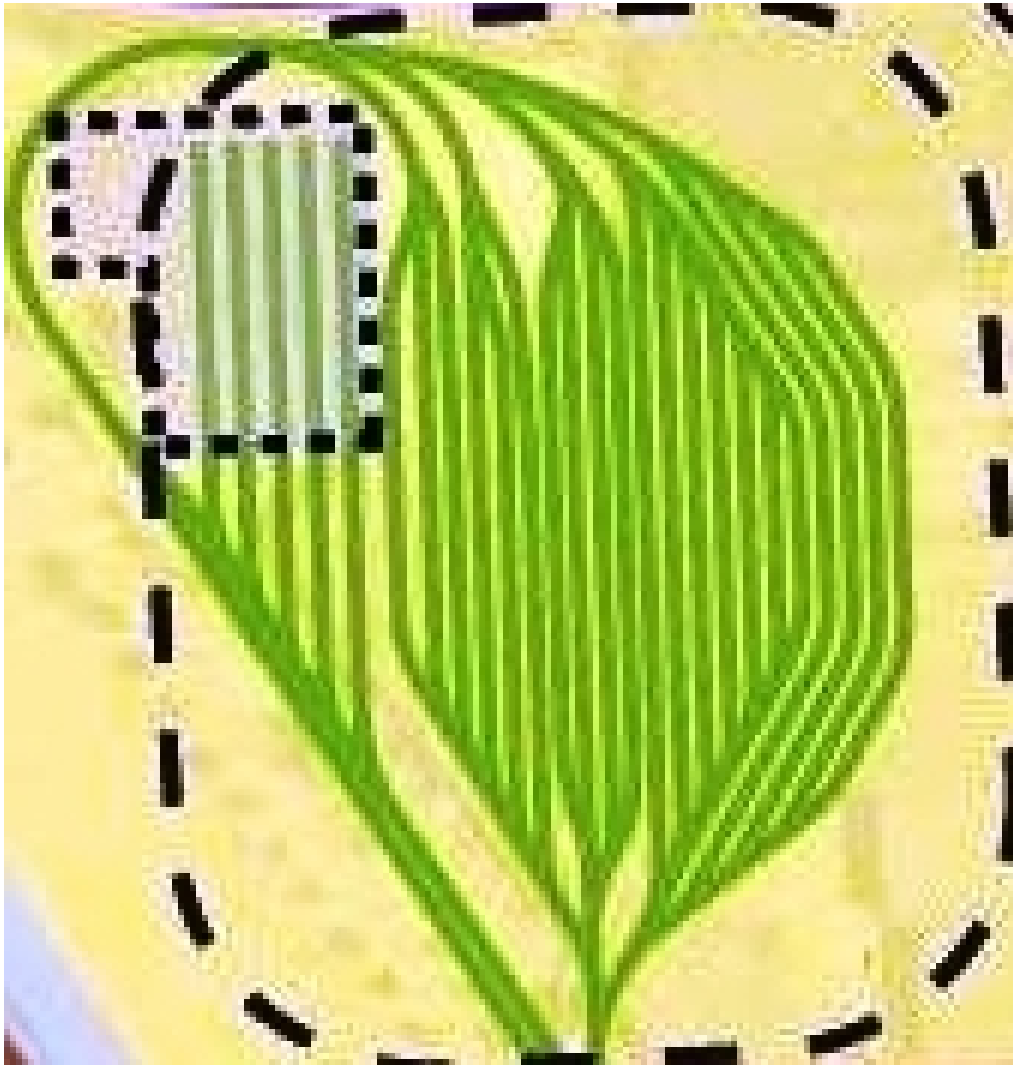


- Difference in Elevation 3' to 6' at Inner Belt Road, 10' to 12' at Joy/Chestnut Street
- Expected Highest Roof at Elevation 55
- No East – West Access

MAINTENANCE FACILITY NEED

- Proposed Green Line Service: 32 cars +
North Side Service: 20 cars +
Various locations: 14 cars =
Storage for: ~80 cars ?
- Service Frequency and Schedule Compliance
- Car Capacity (size)
- Location Criteria vs. Options

MAINTENANCE FACILITY: AIR RIGHTS CONFIGURATION

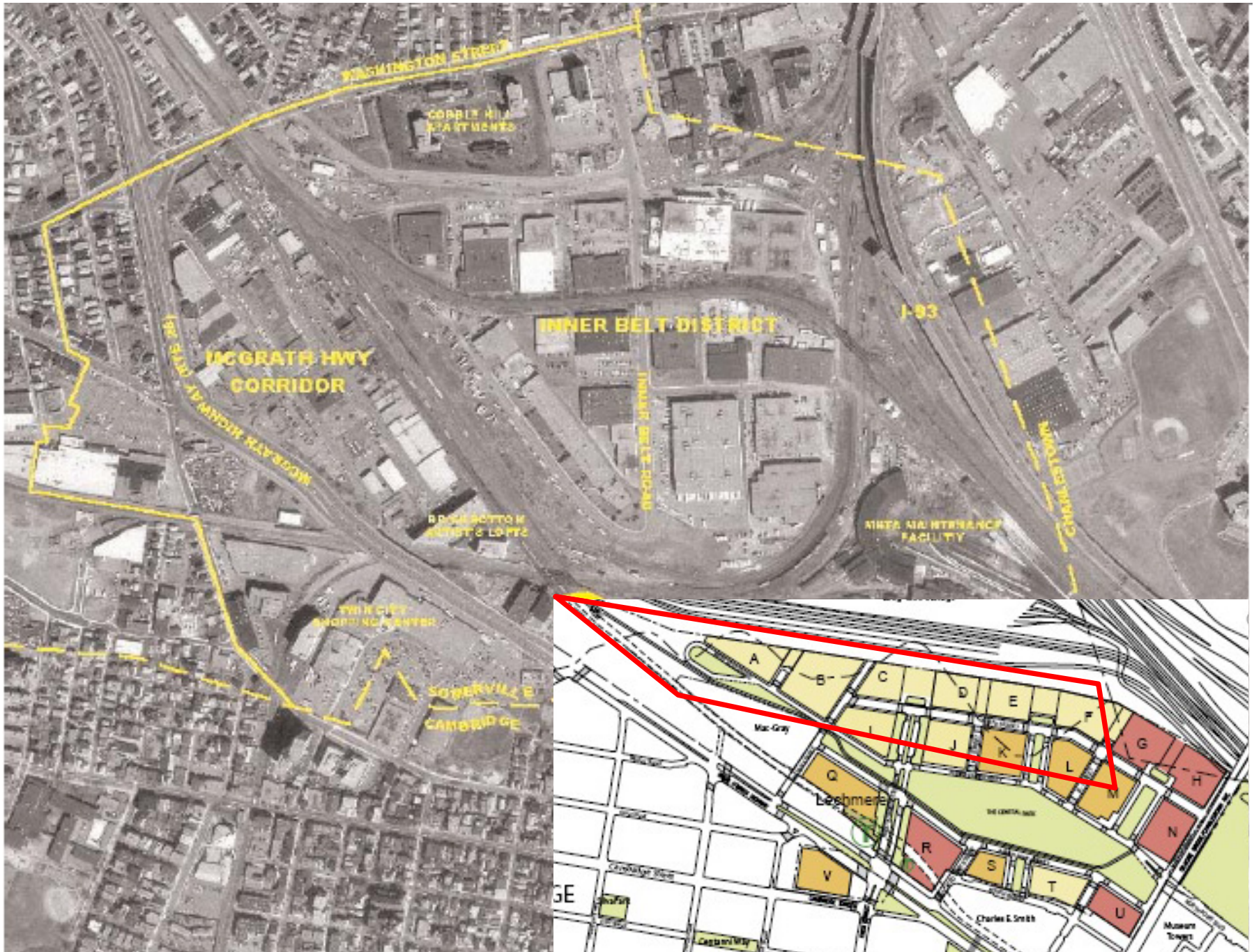




VARIOUS SCENARIOS



MAINTENANCE FACILITY: BET / NORTH POINT





NEXT STEPS